

1 HOUSE JOINT RESOLUTION

2 WHEREAS, The State of Illinois borders or contains over
3 1,000 miles of the inland waterway system; and

4 WHEREAS, Many of Illinois' locks and dams are more than
5 60 years old and only 600 feet long, making them unable to
6 accommodate modern barge tows of 1,200 feet long, nearly
7 tripling locking times and causing lengthy delays and
8 ultimately increasing shipping costs; and

9 WHEREAS, The use of 1,200-foot locks has been proven
10 nationwide as the best method of improving efficiency,
11 reducing congestion, and modernizing the inland waterways;
12 and

13 WHEREAS, The construction of the lock and dam system has
14 spurred economic growth and a higher standard of living in
15 the Mississippi and Illinois river basin, and today supplies
16 more than 300,000,000 tons of the nation's cargo, supporting
17 more than 400,000 jobs, including 90,000 in manufacturing;
18 and

19 WHEREAS, More than 60% of American agricultural exports,
20 including, corn, wheat, and soybeans, are shipped down the
21 Mississippi and Illinois rivers on the way to foreign
22 markets; and

23 WHEREAS, Illinois farmers, producers, and consumers rely
24 on efficient transportation to remain competitive in a global
25 economy, and efficiencies in river transport offset higher
26 production costs, compared to those incurred by foreign
27 competitors; and

28 WHEREAS, The Upper Mississippi and Illinois lock and dam
29 system saves our nation more than \$1,500,000,000 in higher
30 transportation costs each year, and failing to construct
31 1,200-foot locks will cause farmers to use more expensive

1 alternative modes of transportation, including trucks and
2 trains; and

3 WHEREAS, According to the U.S. Army Corps of Engineers,
4 congestion along the Upper Mississippi and Illinois Rivers is
5 costing Illinois and other producers and consumers in the
6 basin \$98,000,000 per year in higher transportation costs;
7 and

8 WHEREAS, River transportation is the most environmentally
9 friendly form of transporting goods and commodities, creating
10 almost no noise pollution and emitting 35% to 60% fewer
11 pollutants than either trucks or trains, according to the
12 U.S. EPA; and

13 WHEREAS, Moving away from river transport would add
14 millions of trucks and rail cars to our nation's
15 infrastructure, adding air pollution, traffic congestion, and
16 greater wear and tear on highways; and

17 WHEREAS, Backwater lakes created by the lock and dam
18 system provide breeding grounds for migratory waterfowl and
19 fish; and

20 WHEREAS, The lakes and 500 miles of wildlife refuge also
21 support a \$1,000,000,000-a-year recreational industry,
22 including hunting, fishing, and tourism jobs; and

23 WHEREAS, Upgrading the system of locks and dams on the
24 Upper Mississippi and Illinois rivers will provide 3,000
25 construction and related jobs over a 15-20 year period; and

26 WHEREAS, In 1999 Illinois was the leading shipping state,
27 with more than 66,000,000 tons of Illinois products,
28 including grain, coal, chemicals, aggregates, and other
29 products, representing a value of more than \$8,000,000,000;
30 and

1 WHEREAS, 109,000,000 tons of commodities including grain,
2 coal, chemicals, aggregates, and other products were shipped
3 to, from, and within Illinois by barge, representing
4 \$16,000,000,000 in value; and

5 WHEREAS, An additional 136,000,000 tons of commodities
6 pass Illinois' borders on the Mississippi and Ohio rivers,
7 representing a value of more than \$43,000,000,000; and

8 WHEREAS, Shippers moving by barge in Illinois realized a
9 savings of approximately \$1,000,000,000, compared to other
10 transportation modes; and

11 WHEREAS, Illinois docks shipped products by barge to 20
12 states and received products from 18 states; and

13 WHEREAS, Barges moving to and from Lake Michigan use the
14 O'Brien Lock, with the Chicago Lock passing over 36,000
15 recreation vessels and over 410,000 passengers on over 13,000
16 commercial passenger vessels; and

17 WHEREAS, There are approximately 364 manufacturing
18 facilities, terminals, and docks on the waterways of
19 Illinois, representing thousands of jobs in the State;
20 therefore be it

21 RESOLVED, BY THE HOUSE OF REPRESENTATIVES OF THE
22 NINETY-SECOND GENERAL ASSEMBLY OF THE STATE OF ILLINOIS, THE
23 SENATE CONCURRING HEREIN, that we recognize the importance of
24 inland waterway transportation to Illinois agriculture and to
25 industry in the State, the region, and the nation, and that
26 we urge Congress to authorize funding to construct 1,200-foot
27 locks on the Upper Mississippi and Illinois River System; and
28 be it further

29 RESOLVED, That suitable copies of this Resolution be
30 delivered to the President Pro Tempore and the Secretary of
31 the United States Senate, the Speaker and the Clerk of the

1 United States House of Representatives, the Chair of the
2 Senate Committee on Commerce, Science, and Transportation,
3 the Chair of the House Committee on Transportation and
4 Infrastructure, and to the Illinois congressional delegation.

HCR 109

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1 1 HOUSE CONCURRENT RESOLUTION NO. ____
1 2 BY COMMITTEE ON AGRICULTURE
1 3 (SUCCESSOR TO HSB 542)
1 4 (COMPANION TO SCR 104 BY COMMITTEE ON AGRICULTURE)
1 5 A Concurrent Resolution urging the United States
1 6 Congress provide funding for the modernization of
1 7 lock and dam infrastructure on the Upper Mississippi
1 8 and Illinois Rivers Inland Waterways Transportation
1 9 System.
1 10 WHEREAS, over 360 miles of the Upper Mississippi
1 11 River and 11 navigation locks and dams are contained
1 12 on the border of or in the state of Iowa; and
1 13 WHEREAS, there are approximately 70 manufacturing
1 14 facilities, terminals, and docks on the waterways of
1 15 Iowa, providing thousands of jobs in this state; and
1 16 WHEREAS, the construction of the lock and dam
1 17 system has spurred economic growth and a higher
1 18 standard of living in the Mississippi and Illinois
1 19 river basin, and today supplies more than 300 million
1 20 tons of the nation's cargo, supporting more than
1 21 400,000 jobs, including 90,000 in manufacturing; and
1 22 WHEREAS, more than 60 percent of American
1 23 agricultural exports including corn, wheat, and
1 24 soybeans are shipped down the Mississippi and Illinois
1 25 rivers to foreign markets; and
1 26 WHEREAS, Iowa agricultural producers, industry, and
1 27 consumers rely on efficient transportation to remain
1 28 competitive in a global economy, with efficiencies in
1 29 river transport offsetting higher costs compared to
1 30 those incurred by foreign competitors; and
2 1 WHEREAS, the Upper Mississippi and Illinois lock
2 2 and dam system annually saves our nation more than
2 3 \$1.5 billion in higher transportation costs; and
2 4 WHEREAS, approximately 17 million tons of
2 5 commodities and products including grain, coal,
2 6 chemicals, and aggregates are annually shipped to,
2 7 from, and within Iowa by barge, representing \$2.7
2 8 billion in value; and
2 9 WHEREAS, shippers moving by barge in Iowa realize
2 10 an annual savings of approximately \$170 million
2 11 compared to other transportation modes; and
2 12 WHEREAS, Iowa docks ship commodities and products
2 13 by barge to 14 states and receive commodities and
2 14 products from 18 states; and
2 15 WHEREAS, river transportation is the most
2 16 environmentally benign form of transporting
2 17 commodities and products, creating minimal levels of
2 18 noise pollution, and emitting 35 to 60 percent fewer
2 19 pollutants than trucks or trains, according to the
2 20 United States Environmental Protection Agency; and
2 21 WHEREAS, decreasing river transport capacity would
2 22 add millions of trucks and railcars to our nation's
2 23 transportation infrastructure, dramatically increasing
2 24 air pollution, traffic congestion, and highway
2 25 maintenance costs; and

2 26 WHEREAS, lakes and wildlife refuge created by the
2 27 lock and dam system provide habitat and breeding
2 28 grounds for migratory waterfowl and fish; and

2 29 WHEREAS, the lakes and 500 miles of wildlife refuge
2 30 along the Upper Mississippi and Illinois river basin
3 1 support a \$1 billion-a-year recreational industry,
3 2 including hunting, fishing, and tourism; and

3 3 WHEREAS, many of Iowa's locks and dams are more
3 4 than 60 years old and only 600 feet in length, making
3 5 them unable to accommodate modern barge tows of up to
3 6 1,200 feet long, nearly tripling locking times and
3 7 causing lengthy delays and ultimately increasing
3 8 shipping costs; and

3 9 WHEREAS, the use of 1,200-foot locks has been
3 10 proven nationwide as the best method of improving
3 11 efficiency, reducing congestion and modernizing inland
3 12 waterways; and

3 13 WHEREAS, failing to construct 1,200-foot locks will
3 14 force agricultural producers and industry to use more
3 15 expensive alternative modes of transportation,
3 16 including road and rail systems; and

3 17 WHEREAS, according to the United States Army Corps
3 18 of Engineers, congestion along the Upper Mississippi
3 19 and Illinois rivers costs agricultural producers and
3 20 consumers in the basin \$98 million per year in higher
3 21 transportation costs; and

3 22 WHEREAS, upgrading the system of locks and dams on
3 23 the Upper Mississippi and Illinois rivers will provide
3 24 3,000 construction and related jobs over a 15-year to
3 25 20-year period; NOW THEREFORE,

3 26 BE IT RESOLVED BY THE HOUSE OF REPRESENTATIVES, THE
3 27 SENATE CONCURRING, That the General Assembly
3 28 recognizes the importance of the Upper Mississippi and
3 29 Illinois Rivers Inland Transportation System to the
3 30 economic prosperity and ecological vitality of the
4 1 state, the region, and the nation, and urges the
4 2 United States Congress to provide immediate funding to
4 3 modernize its lock and dam infrastructure.

4 4 BE IT FURTHER RESOLVED, That the Chief Clerk of the
4 5 House of Representatives send copies of this
4 6 concurrent resolution to the President of the United
4 7 States; the Chief of Engineers and Commander of the
4 8 United States Corps of Engineers; the President of the
4 9 United States Senate; the Speaker of the United States
4 10 House of Representatives; the Chair of the Senate
4 11 Committee on Commerce, Science, and Transportation;
4 12 the Chair of the United States Senate Committee on
4 13 Agriculture, Nutrition and Forestry; the Chair of the
4 14 House of Representatives Committee on Transportation
4 15 and Infrastructure; the Chair of the United States
4 16 House of Representatives Committee on Agriculture; and
4 17 Iowa's congressional delegation.

4 18 LSB 6010HV 79

4 19 da/pj/5

SCR 104

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1 1 SENATE CONCURRENT RESOLUTION NO. ____
1 2 BY COMMITTEE ON AGRICULTURE
1 3 (SUCCESSOR TO SSB 3012)
1 4 A Concurrent Resolution urging the United States
1 5 Congress provide funding for the modernization of
1 6 lock and dam infrastructure on the Upper Mississippi
1 7 and Illinois Rivers Inland Waterways Transportation
1 8 System.
1 9 WHEREAS, over 360 miles of the Upper Mississippi
1 10 River and 11 navigation locks and dams are contained
1 11 on the border of or in the state of Iowa; and
1 12 WHEREAS, there are approximately 70 manufacturing
1 13 facilities, terminals, and docks on the waterways of
1 14 Iowa, providing thousands of jobs in this state; and
1 15 WHEREAS, the construction of the lock and dam
1 16 system has spurred economic growth and a higher
1 17 standard of living in the Mississippi and Illinois
1 18 river basin, and today supplies more than 300 million
1 19 tons of the nation's cargo, supporting more than
1 20 400,000 jobs, including 90,000 in manufacturing; and
1 21 WHEREAS, more than 60 percent of American
1 22 agricultural exports including corn, wheat, and
1 23 soybeans are shipped down the Mississippi and Illinois
1 24 rivers to foreign markets; and
1 25 WHEREAS, Iowa agricultural producers, industry, and
1 26 consumers rely on efficient transportation to remain
1 27 competitive in a global economy, with efficiencies in
1 28 river transport offsetting higher costs compared to
1 29 those incurred by foreign competitors; and
1 30 WHEREAS, the Upper Mississippi and Illinois lock
2 1 and dam system annually saves our nation more than
2 2 \$1.5 billion in higher transportation costs; and
2 3 WHEREAS, approximately 17 million tons of
2 4 commodities and products including grain, coal,
2 5 chemicals, and aggregates are annually shipped to,
2 6 from, and within Iowa by barge, representing \$2.7
2 7 billion in value; and
2 8 WHEREAS, shippers moving by barge in Iowa realize
2 9 an annual savings of approximately \$170 million
2 10 compared to other transportation modes; and
2 11 WHEREAS, Iowa docks ship commodities and products
2 12 by barge to 14 states and receive commodities and
2 13 products from 18 states; and
2 14 WHEREAS, river transportation is the most
2 15 environmentally benign form of transporting
2 16 commodities and products, creating minimal levels of
2 17 noise pollution, and emitting 35 to 60 percent fewer
2 18 pollutants than trucks or trains, according to the
2 19 United States Environmental Protection Agency; and
2 20 WHEREAS, decreasing river transport capacity would
2 21 add millions of trucks and railcars to our nation's
2 22 transportation infrastructure, dramatically increasing
2 23 air pollution, traffic congestion, and highway
2 24 maintenance costs; and
2 25 WHEREAS, lakes and wildlife refuges created by the

2 26 lock and dam system provide habitat and breeding
2 27 grounds for migratory waterfowl and fish; and
2 28 WHEREAS, the lakes and 500 miles of wildlife refuge
2 29 along the Upper Mississippi and Illinois river basin
2 30 support a \$1 billion-a-year recreational industry,
3 1 including hunting, fishing, and tourism; and

3 2 WHEREAS, many of Iowa's locks and dams are more
3 3 than 60 years old and only 600 feet in length, making
3 4 them unable to accommodate modern barge tows of up to
3 5 1,200 feet long, nearly tripling locking times and
3 6 causing lengthy delays and ultimately increasing
3 7 shipping costs; and

3 8 WHEREAS, the expansion and modernization of locks
3 9 has been proven nationwide as the best method of
3 10 optimizing efficiency, reducing congestion, and
3 11 providing for additional safety of inland waterway
3 12 administration; and

3 13 WHEREAS, failing to construct 1,200-foot locks will
3 14 force agricultural producers and industry to use more
3 15 expensive alternative modes of transportation,
3 16 including road and rail systems; and

3 17 WHEREAS, according to the United States Army Corps
3 18 of Engineers, congestion along the Upper Mississippi
3 19 and Illinois rivers costs agricultural producers and
3 20 consumers in the basin \$98 million per year in higher
3 21 transportation costs; and

3 22 WHEREAS, upgrading the system of locks and dams on
3 23 the Upper Mississippi and Illinois rivers will provide
3 24 3,000 construction and related jobs over a 15-year to
3 25 20-year period; NOW THEREFORE,

3 26 BE IT RESOLVED BY THE SENATE, THE HOUSE OF
3 27 REPRESENTATIVES CONCURRING, That the General Assembly
3 28 recognizes the importance of the Upper Mississippi and
3 29 Illinois Rivers Inland Transportation System to the
3 30 economic prosperity and ecological vitality of the
4 1 state, the region, and the nation, and urges the
4 2 United States Congress to provide immediate funding to
4 3 modernize its lock and dam infrastructure.

4 4 BE IT FURTHER RESOLVED, That the Secretary of the
4 5 Senate send copies of this concurrent resolution to
4 6 the President of the United States; the Chief of
4 7 Engineers and Commander of the United States Corps of
4 8 Engineers; the President of the United States Senate;
4 9 the Speaker of the United States House of
4 10 Representatives; the Chair of the Senate Committee on
4 11 Commerce, Science, and Transportation; the Chair of
4 12 the United States Senate Committee on Agriculture,
4 13 Nutrition and Forestry; the Chair of the House of
4 14 Representatives Committee on Transportation and
4 15 Infrastructure; the Chair of the United States House
4 16 of Representatives Committee on Agriculture; and
4 17 Iowa's congressional delegation.

4 18 SCR 104

4 19 da/cc/26



**Minnesota
House of Representatives**

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H.F No. 208, 2nd Engrossment: 82nd Legislative Session (2001-2002) Posted on May 10, 2001

1.1 A resolution
1.2 urging authorization of funding for improvement and
1.3 rehabilitation of waterways.
1.4

1.5 WHEREAS, waterway transportation is the most efficient
1.6 means of transporting bulk commodities, transports more tons per
1.7 gallon of fuel than either rail or truck while causing fewer
1.8 accidents, less noise pollution, and fewer fatalities and
1.9 traffic delays, provides a positive quality of life to the
1.10 citizens of Minnesota, and is the most environmentally sound
1.11 mode of transportation available; and
1.12 WHEREAS, because of its geographic location, Minnesota is
1.13 disadvantaged by the distance commodities must travel when
1.14 transported between Minnesota and domestic and international
1.15 markets; and
1.16 WHEREAS, farm products, petroleum, coal, aggregates,
1.17 fertilizer, salt, iron ore, metal products, and other bulk
1.18 commodities needed by agriculture, industry, and the public
1.19 sector are essential components of commerce and vital to the
1.20 continued health of our national, local, and state economies;
1.21 and
1.22 WHEREAS, the inland waterway lock and dam system provides
1.23 recreational and eco-tourism opportunities to Minnesota, a
1.24 reliable water source of 25 billion gallons per year for
2.1 residential and industrial use in the Twin Cities area, and a
2.2 cooling source for power plants which provide over 4,800
2.3 Minnesota jobs; and
2.4 WHEREAS, our transportation infrastructure enables
2.5 agricultural products and other exported commodities to compete
2.6 successfully in international markets and leads toward a
2.7 favorable balance of trade for our national economy; and
2.8 WHEREAS, our waterway transportation infrastructure shares
2.9 the public waters with the natural environment; and
2.10 WHEREAS, the natural environment provides public benefits
2.11 such as recreation, tourism, domestic and industrial water
2.12 supply, and scientific and educational opportunities which are
2.13 also important elements to Minnesota's economy; and
2.14 WHEREAS, the Upper Mississippi River is a natural resource
2.15 of statewide, regional, national, and international importance
2.16 due to its status as one of the largest floodplain areas in the
2.17 world, its importance as a migratory corridor for 40 percent of
2.18 all North American Waterfowl and the sanctuary it provides to

2.19 more than 200 species of threatened, endangered, or rare plants
2.20 and animals; and

2.21 WHEREAS, the Great Lakes Seaway serves Minnesota by moving
2.22 its bulk products to domestic and foreign destinations,
2.23 amounting to over 65 million tons annually, including 43 million
2.24 tons of Minnesota iron ore to steel mills in Michigan, Indiana,
2.25 Ohio, and Pennsylvania; and

2.26 WHEREAS, although dredging and maintenance of the seaway
2.27 system is financed by the users, financing of the new Sault Ste.
2.28 Marie Lock (owned and operated by United States Army Corps of
2.29 Engineers) will be shared by the federal government and the
2.30 eight seaway states on a prorated tonnage basis, requiring an
2.31 estimated \$18 million from the state to be paid over a 50-year
2.32 period; and

2.33 WHEREAS, the inland waterway system moves 17 million tons
2.34 of bulk commodities annually between Minnesota and the eastern
2.35 seaboard and Gulf states, including approximately 10 million
2.36 tons of agricultural products exported through gulf ports; and

3.1 WHEREAS, dredging and maintenance costs of the inland
3.2 waterway are paid out of federal funds, and financing of capital
3.3 improvements to the inland waterway system is 50 percent from
3.4 federal funds and 50 percent from the Inland Waterways Trust
3.5 Fund, funded by a 20 cent per gallon fuel tax paid by waterway
3.6 shippers; and

3.7 WHEREAS, the river industry has been taxed on fuel since
3.8 1980, and since the Inland Waterways Trust Fund was instituted
3.9 in 1986, the Upper Mississippi River basin has contributed 40
3.10 percent of the funds and received only 15 percent return for
3.11 capital improvements, making the Upper Midwest a tax donor
3.12 region to the Ohio River valley and others; and

3.13 WHEREAS, the Port Development Assistance Program is the
3.14 vehicle to rehabilitate Minnesota's public ports on the
3.15 Mississippi River and Lake Superior; and

3.16 WHEREAS, this program updates and improves the operation
3.17 and efficiency of the ports to keep them viable and competitive;
3.18 and

3.19 WHEREAS, the 1996, 1998, and 2000 Minnesota legislatures
3.20 appropriated funds for this program, and the 2001 legislature
3.21 will be requested to appropriate an additional \$3 million to
3.22 this program; NOW, THEREFORE,

3.23 BE IT RESOLVED that the Minnesota Legislature supports
3.24 Minnesota's pro rata participation in financing new construction
3.25 at the Sault Ste. Marie Lock.

3.26 BE IT FURTHER RESOLVED that the Legislature formally
3.27 recognizes the Upper Mississippi River as a river of statewide
3.28 significance for natural, navigational, and recreational
3.29 benefits.

3.30 BE IT FURTHER RESOLVED that the Legislature recognizes the
3.31 critical habitat restoration and rehabilitation needs on the
3.32 Upper Mississippi River.

3.33 BE IT FURTHER RESOLVED that the Legislature recognizes the
3.34 importance of inland waterway transportation to Minnesota
3.35 agriculture and to the economy of the state, the region, and the
3.36 nation and urges Congress to authorize funding to improve
4.1 transportation efficiency and restore the ecological values of
4.2 the Upper Mississippi River System.

4.3 BE IT FURTHER RESOLVED that the Legislature supports the
4.4 continued funding of the Port Development Assistance Program in
4.5 recognition of the essential and fundamental contribution the
4.6 Great Lakes and inland waterway transportation systems make to

- 4.7 Minnesota's economy and to sustainable environmental programs.
- 4.8 BE IT FURTHER RESOLVED that the Secretary of State of the
- 4.9 State of Minnesota is directed to prepare copies of this
- 4.10 memorial and transmit them to the President and the Secretary of
- 4.11 the United States Senate, the Speaker and the Clerk of the
- 4.12 United States House of Representatives, the chair of the Senate
- 4.13 Committee on Commerce, Science, and Transportation, the chair of
- 4.14 the House Committee on Transportation and Infrastructure, and
- 4.15 Minnesota's Senators and Representatives in Congress.
-



Minnesota Senate

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[Authors and Status](#) ■ [List versions](#)

S.F No. 551, 1st Engrossment: 82nd Legislative Session (2001-2002) Posted on Mar 8, 2001

1.1 A resolution
 1.2 urging authorization of funding for improvement and
 1.3 rehabilitation of waterways.
 1.4
 1.5 WHEREAS, waterway transportation is the most efficient
 1.6 means of transporting bulk commodities, transports more tons per
 1.7 gallon of fuel than either rail or truck while causing fewer
 1.8 accidents, less noise pollution, and fewer fatalities and
 1.9 traffic delays, provides a positive quality of life to the
 1.10 citizens of Minnesota, and is the most environmentally sound
 1.11 mode of transportation available; and
 1.12 WHEREAS, because of its geographic location, Minnesota is
 1.13 disadvantaged by the distance commodities must travel when
 1.14 transported between Minnesota and domestic and international
 1.15 markets; and
 1.16 WHEREAS, farm products, petroleum, coal, aggregates,
 1.17 fertilizer, salt, iron ore, metal products, and other bulk
 1.18 commodities needed by agriculture, industry, and the public
 1.19 sector are essential components of commerce and vital to the
 1.20 continued health of our national, local, and state economies;
 1.21 and
 1.22 WHEREAS, the inland waterway lock and dam system provides
 1.23 recreational and eco-tourism opportunities to Minnesota, a
 1.24 reliable water source of 25 billion gallons per year for
 2.1 residential and industrial use in the Twin Cities area, and a
 2.2 cooling source for power plants which provide over 4,800
 2.3 Minnesota jobs; and
 2.4 WHEREAS, our transportation infrastructure enables
 2.5 agricultural products and other exported commodities to compete
 2.6 successfully in international markets and leads toward a
 2.7 favorable balance of trade for our national economy; and
 2.8 WHEREAS, our waterway transportation infrastructure shares
 2.9 the public waters with the natural environment; and
 2.10 WHEREAS, the natural environment provides public benefits
 2.11 such as recreation, tourism, domestic and industrial water
 2.12 supply, and scientific and educational opportunities which are
 2.13 also important elements to Minnesota's economy; and
 2.14 WHEREAS, the Upper Mississippi River is a natural resource
 2.15 of statewide, regional, national, and international importance
 2.16 due to its status as one of the largest floodplain areas in the
 2.17 world, its importance as a migratory corridor for 40 percent of
 2.18 all North American Waterfowl and the sanctuary it provides to

2.19 more than 200 species of threatened, endangered, or rare plants
2.20 and animals; and

2.21 WHEREAS, the Great Lakes Seaway serves Minnesota by moving
2.22 its bulk products to domestic and foreign destinations,
2.23 amounting to over 65 million tons annually, including 43 million
2.24 tons of Minnesota iron ore to steel mills in Michigan, Indiana,
2.25 Ohio, and Pennsylvania; and

2.26 WHEREAS, although dredging and maintenance of the seaway
2.27 system is financed by the users, financing of the new Sault Ste.
2.28 Marie Lock (owned and operated by United States Army Corps of
2.29 Engineers) will be shared by the federal government and the
2.30 eight seaway states on a prorated tonnage basis, requiring an
2.31 estimated \$18 million from the state to be paid over a 50-year
2.32 period; and

2.33 WHEREAS, the inland waterway system moves 17 million tons
2.34 of bulk commodities annually between Minnesota and the eastern
2.35 seaboard and Gulf states, including approximately 10 million
2.36 tons of agricultural products exported through gulf ports; and

3.1 WHEREAS, dredging and maintenance costs of the inland
3.2 waterway are paid out of federal funds, and financing of capital
3.3 improvements to the inland waterway system is 50 percent from
3.4 federal funds and 50 percent from the Inland Waterways Trust
3.5 Fund, funded by a 20 cent per gallon fuel tax paid by waterway
3.6 shippers; and

3.7 WHEREAS, the river industry has been taxed on fuel since
3.8 1980, and since the Inland Waterway Trust Fund was instituted in
3.9 1986, the upper Mississippi river basin has contributed 40
3.10 percent of the funds and received only 15 percent return for
3.11 capital improvements, making the Upper Midwest a tax donor
3.12 region to the Ohio River valley and others; and

3.13 WHEREAS, the Port Development Assistance Program is the
3.14 vehicle to rehabilitate Minnesota's public ports on the
3.15 Mississippi River and Lake Superior; and

3.16 WHEREAS, this program updates and improves the operation
3.17 and efficiency of the ports to keep them viable and competitive;
3.18 and

3.19 WHEREAS, the 1996, 1998, and 2000 Minnesota legislatures
3.20 appropriated funds for this program, and the 2001 legislature
3.21 will be requested to appropriate an additional \$5 million to
3.22 this program; NOW, THEREFORE,

3.23 BE IT RESOLVED that the Minnesota Legislature supports
3.24 Minnesota's pro rata participation in financing new construction
3.25 at the Sault Ste. Marie Lock.

3.26 BE IT FURTHER RESOLVED that the Legislature formally
3.27 recognizes the Upper Mississippi River as a river of statewide
3.28 significance for natural, navigational, and recreational
3.29 benefits.

3.30 BE IT FURTHER RESOLVED that the Legislature recognizes the
3.31 critical habitat restoration and rehabilitation needs on the
3.32 Upper Mississippi River.

3.33 BE IT FURTHER RESOLVED that the Legislature recognizes the
3.34 importance of inland waterway transportation to Minnesota
3.35 agriculture and to the economy of the state, the region, and the
3.36 nation and urges Congress to authorize funding to improve and
4.1 rehabilitate the Upper Mississippi River System.

4.2 BE IT FURTHER RESOLVED that the Legislature supports the
4.3 continued funding of the Port Development Assistance Program in
4.4 recognition of the essential and fundamental contribution the
4.5 Great Lakes and inland waterway transportation systems make to
4.6 Minnesota's economy and to sustainable environmental programs.

4.7 BE IT FURTHER RESOLVED that the Secretary of State of the
4.8 State of Minnesota is directed to prepare copies of this
4.9 memorial and transmit them to the President and the Secretary of
4.10 the United States Senate, the Speaker and the Clerk of the
4.11 United States House of Representatives, the chair of the Senate
4.12 Committee on Commerce, Science, and Transportation, the chair of
4.13 the House Committee on Transportation and Infrastructure, and
4.14 Minnesota's Senators and Representatives in Congress.

HOUSE COMMITTEE SUBSTITUTE
FOR
HOUSE CONCURRENT RESOLUTION NO. 11

WHEREAS, the State of Missouri borders 488 miles of the Mississippi River; and

WHEREAS, many of Missouri's locks and dams are more than 60 years old and only 600 feet long, making them unable to accommodate modern barge tows of 1,200 feet long, nearly tripling locking times, and causing lengthy delays and ultimately increasing shipping costs; and

WHEREAS, the use of 1,200-foot locks has been proven nationwide as the best method of improving efficiency, reducing congestion, and modernizing the inland waterways; and

WHEREAS, the construction of the lock and dam system has spurred economic growth and a higher standard of living in the Mississippi and Illinois river basin, and today supplies more than 300 million tons of the nation's cargo, supporting more than 400,000 jobs, including 90,000 in manufacturing; and

WHEREAS, more than 60 percent of American agriculture exports, including corn, wheat, and soybeans, are shipped down the Mississippi and Illinois rivers on the way to foreign markets; and

WHEREAS, Missouri farmers, producers, and consumers rely on efficient transportation to remain competitive in a global economy, and efficiencies in river transport offset higher production costs compared to those incurred by foreign competitors; and

WHEREAS, the Upper Mississippi and Illinois lock and dam system saves our nation more than 1.5 billion dollars in higher transportation costs each year, and failing to construct 1,200-foot locks will cause farmers to use more expensive alternative modes of transportation, including trucks and trains; and

WHEREAS, according to the United States Army Corps of Engineers, congestion along the Upper Mississippi and Illinois rivers is costing Missouri and other producers and consumers in the basin 98 million dollars a year in higher transportation costs; and

WHEREAS, river transportation is the most environmentally friendly form of transporting goods and commodities, creating almost no noise pollution and emitting 35 to 60 percent fewer pollutants than either trucks or trains according to the United States Environmental Protection Agency; and

WHEREAS, moving away from river transport would add millions of trucks and rail cars to our nation's infrastructure, adding air pollution, traffic congestion, and greater wear and tear on highways; and

WHEREAS, backwater lakes created by the lock and dam system provide breeding grounds for migratory waterfowl and fish; and

WHEREAS, the lakes and 500 miles of wildlife refuge also support a billion-dollar-a-year recreational industry, including hunting, fishing, and tourism jobs; and

WHEREAS, upgrading the system of locks and dams on the Upper Mississippi and Illinois rivers will provide 3,000 high-paying construction and related jobs over a 15 to 20 year period with health benefits which will benefit not only those directly employed, but the local health care systems and economies of the communities in which these individuals live and work; and

WHEREAS, in 1999, the State of Missouri shipped 18.8 million tons of commodities, including grain, coal, chemicals, aggregates, and other products; and

WHEREAS, 38.6 million tons of commodities, including grain, coal, chemicals, aggregates, and other products, were shipped to, from, and within Missouri by barge, representing 4.2 billion dollars in value; and

WHEREAS, shippers moving by barge in Missouri realized a savings of approximately \$380 million compared to other transportation modes; and

WHEREAS, Missouri docks shipped products by barge to 18 states and received products from 17 states; and

WHEREAS, the Port of Metropolitan St. Louis shipped and received 32.6 million tons of commodities in 1999 worth over 5 billion dollars and is the second busiest inland port in the United States, linking rural Missouri and St. Louis with world markets; and

WHEREAS, there are approximately 183 manufacturing facilities, terminals, and docks on the waterways of Missouri, representing thousands of jobs in this state:

NOW, THEREFORE, BE IT RESOLVED that the members of the House of Representatives of the Ninety-first General Assembly, Second Regular Session, the Senate concurring therein, hereby recognize the importance of inland waterway transportation to Missouri agriculture and industry in the state, the region, and the nation, and urge the United States Congress to authorize funding to construct 1,200-foot locks on the Upper Mississippi and Illinois River System; and

BE IT FURTHER RESOLVED that the Chief Clerk of the Missouri House of Representatives be instructed to prepare properly inscribed copies of this resolution for the President of the United States Senate, the Speaker of the United States House of Representatives, the Chair of the United States Senate Committee on Commerce, Science, and Transportation, the Chair of the United States House Committee on Transportation and Infrastructure, and each member of the Missouri Congressional Delegation.

SENATE CONCURRENT RESOLUTION NO. 44

WHEREAS, the state of Missouri borders 488 miles of the Mississippi River; and

WHEREAS, many of Missouri's locks and dams are more than 60 years old and only 600 feet long, making them unable to accommodate modern barge tows of 1,200 feet long, nearly tripling locking times and causing lengthy delays and ultimately increasing shipping costs; and

WHEREAS, the use of 1,200-foot locks has been proven nationwide as the best method of improving efficiency, reducing congestion and modernizing the inland waterways; and

WHEREAS, the construction of the lock and dam system has spurred economic growth and a higher standard of living in the Mississippi and Illinois' river basin, and today supplies more than 300 million tons of the nation's cargo, supporting more than 400,000 jobs, including 90,000 in manufacturing; and

WHEREAS, more than 60 percent of American agricultural exports including corn, wheat, and soybeans, are shipped down the Mississippi and Illinois rivers on the way to foreign markets; and

WHEREAS, Missouri farmers, producers, and consumers rely on efficient transportation to remain competitive in a global economy, and efficiencies in river transport offset higher production costs compared to those incurred by foreign competitors; and

WHEREAS, the Upper Mississippi and Illinois lock and dam system saves our nation more than \$1.5 billion in higher transportation costs each year, and failing to construct 1,200-foot locks will cause farmers to use more expensive alternative modes of transportation, including trucks and trains; and

WHEREAS, according to the U.S. Army Corps of Engineers, congestion along the Upper Mississippi and Illinois rivers is costing Missouri and other producers and consumers in the basin \$98 million per year in higher transportation costs; and

WHEREAS, river transportation is the most environmentally friendly form of transporting goods and commodities, creating almost no noise pollution and emitting 35 to 60 percent fewer pollutants than either trucks or trains, according to the U.S. EPA; and

WHEREAS, moving away from river transport would add millions of trucks and rail cars to our nation's infrastructure, adding air pollution, traffic congestion, and greater wear and tear on highways; and

WHEREAS, backwater lakes created by the lock and dam system provide breeding grounds for migratory waterfowl and fish; and

WHEREAS, the lakes and 500 miles of wildlife refuge also support a \$1 billion-a-year recreational industry, including hunting, fishing, and tourism jobs; and

WHEREAS, upgrading the system of locks and dams on the Upper Mississippi and Illinois rivers will provide 3,000 high-paying construction and related jobs over a 15-20 year period with health benefits, which will benefit, not only those directly employed, but the local health care systems and economies of the communities in which these individuals live and work; and

WHEREAS, in 1999 the state of Missouri shipped 18.8 million tons of commodities including grain, coal, chemicals, aggregates, and other products; and

WHEREAS, 38.6 million tons of commodities including grain, coal, chemicals, aggregates, and other products were shipped to, from, and within Missouri by barge, representing \$4.2 billion in value; and

WHEREAS, shippers moving by barge in Missouri realized a savings of approximately \$380 million compared to other transportation modes; and

WHEREAS, Missouri docks shipped products by barge to 18 states and received products from 17 states; and

WHEREAS, the Port of Metropolitan St. Louis shipped and received 32.6 million tons of commodities in 1999 worth over \$5 billion and is the second busiest inland port in the United States, linking rural Missouri and St. Louis with world markets; and

WHEREAS, there are approximately 183 manufacturing facilities, terminals, and docks on the waterways of Missouri, representing thousands of jobs in the state; and

WHEREAS, the Missouri General Assembly recognizes the importance of inland waterway transportation to Missouri agriculture and industry in the state, the region, and the nation:

NOW THEREFORE BE IT RESOLVED that the members of the Missouri Senate, Ninety-First General Assembly, Second Regular Session, the House of Representatives concurring therein, hereby urge the Congress of the United States to authorize funding for modernization of lock and dam infrastructure in order to construct 1,200-foot locks on the Upper Mississippi and Illinois Rivers' Inland Waterways Transportation System; and

BE IT FURTHER RESOLVED that the Secretary of the Missouri Senate be instructed to prepare properly inscribed copies of this resolution for the President of the United States Senate, the Speaker of the United States House of Representatives, the Chair of the Senate Committee on Commerce, Science and Transportation, the Chair of the House Committee on Transportation and Infrastructure and the members of the Missouri Congressional delegation.

2001 ASSEMBLY RESOLUTION 56

March 4, 2002 – Introduced by Representatives FREESE, GRONEMUS, LOEFFELHOLZ, MUSSER, HAHN, HOVEN and SYKORA. Referred to Committee on Rules.

1 **Relating to:** urging authorization of funding for modernization of lock and dam
2 infrastructure on the Upper Mississippi and Illinois Rivers' Inland Waterways
3 Transportation System.

4 Whereas, the state of Wisconsin borders or contains over 360 miles of the upper
5 Mississippi River and 11 navigation locks and dams along those borders; and

6 Whereas, many of Wisconsin's locks and dams are more than 60 years old and
7 only 600 feet long, making them unable to accommodate modern barge tows of 1,200
8 feet long, nearly tripling locking times and causing lengthy delays and ultimately
9 increasing shipping costs; and

10 Whereas, the use of 1,200-foot locks has been proven nationwide as the best
11 method of improving efficiency, reducing congestion, and modernizing the inland
12 waterways; and

13 Whereas, the construction of the lock and dam system has spurred economic
14 growth and a higher standard of living in the Mississippi and Illinois river basin, and

1 today supplies more than 300,000,000 tons of the nation's cargo, supporting more
2 than 400,000 jobs, including 90,000 in manufacturing; and

3 Whereas, more than 60% of American agricultural exports, including corn,
4 wheat, and soybeans, are shipped down the Mississippi and Illinois rivers on the way
5 to foreign markets; and

6 Whereas, Wisconsin farmers, producers, and consumers rely on efficient
7 transportation to remain competitive in a global economy, and efficiencies in river
8 transport offset higher production costs compared to those incurred by foreign
9 competitors; and

10 Whereas, the upper Mississippi and Illinois rivers lock and dam system saves
11 our nation more than \$1.5 billion in higher transportation costs each year, and failing
12 to construct 1,200-foot locks will cause farmers to use more expensive alternative
13 modes of transportation, including trucks and trains; and

14 Whereas, according to the U.S. Army Corps of Engineers, congestion along the
15 upper Mississippi and Illinois rivers is costing Wisconsin and other producers and
16 consumers in the basin \$98,000,000 per year in higher transportation costs; and

17 Whereas, river transportation is the most environmentally friendly form of
18 transporting goods and commodities, creating almost no noise pollution and emitting
19 35% to 60% fewer pollutants than either trucks or trains, according to the U.S.
20 Environmental Protection Agency; and

21 Whereas, moving away from river transport would add millions of trucks and
22 railcars to our nation's infrastructure, adding air pollution, traffic congestion, and
23 greater wear and tear on highways; and

24 Whereas, backwater lakes created by the lock and dam system provide
25 breeding grounds for migratory waterfowl and fish; and

1 Whereas, the lakes and 500 miles of wildlife refuge also support a
2 one-billion-dollar per year recreational industry, including hunting, fishing, and
3 tourism jobs; and

4 Whereas, upgrading the system of locks and dams on the upper Mississippi and
5 Illinois rivers will provide 3,000 construction and related jobs over a 15-year to
6 20-year period; and

7 Whereas, in 1999 the state of Wisconsin shipped 1,100,000 tons of commodities,
8 including grain, coal, chemicals, aggregates, and other products; and

9 Whereas, 3,900,000 tons of commodities, including grain, coal, chemicals,
10 aggregates, and other products, were shipped to, from, and within Wisconsin by
11 barge, representing \$313,000,000 in value; and

12 Whereas, shippers moving by barge in Wisconsin realized a savings of
13 approximately \$40,000,000 compared to other transportation modes; and

14 Whereas, Wisconsin docks shipped products by barge to 6 states and received
15 products from 11 states; and

16 Whereas, there are approximately 20 manufacturing facilities, terminals, and
17 docks on the waterways of Wisconsin, representing thousands of jobs in the state;
18 and

19 Whereas, the U.S. Army Corps of Engineers is conducting a collaborative
20 navigation study of the economic and environmental factors to be considered when
21 examining capital improvements to the upper Mississippi River system; and

22 Whereas, the navigation study will release initial results in a summer 2002
23 report; now, therefore, be it

Resolved by the assembly, That the Wisconsin assembly formally recognizes the upper Mississippi River as a river of statewide significance for natural, navigational, and recreational benefits; and, be it further

Resolved, That the Wisconsin assembly recognizes the importance of timely modernization of the inland waterway transportation infrastructure to Wisconsin agriculture and industry in this state, the region, and the nation and, pending results of the navigation study, urges Congress to authorize funding to construct 1,200-foot locks on the upper Mississippi and Illinois river system; and, be it further

Resolved, That the assembly chief clerk shall transmit copies of this resolution to the president and secretary of the U.S. senate, the speaker and clerk of the U.S. house of representatives, the chair of the senate committee on commerce, science, and transportation, the chair of the house committee on transportation and infrastructure, and the members of the congressional delegation from this state.

(END)